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COUNTRY Czechoslovakia

REPORT

TOPIC Airfields Near Prostejov

EVALUATION [REDACTED] 25X1 PLACE OBTAINED [REDACTED] 25X1

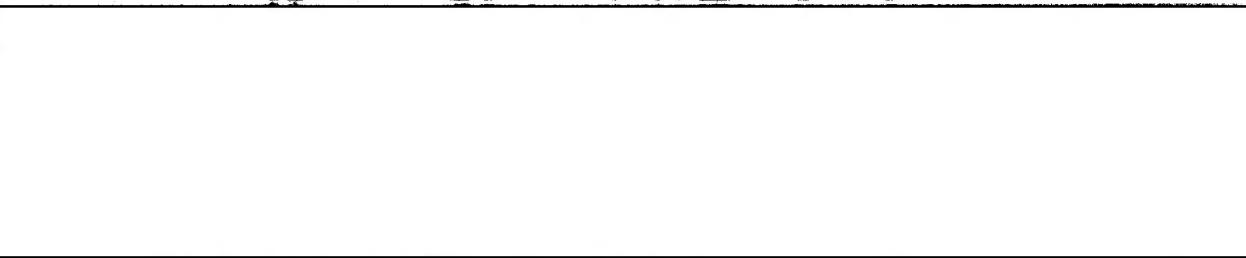
DATE OF CONTENT [REDACTED] 25X1

DATE OBTAINED [REDACTED] DATE PREPARED 11 September 1953

REFERENCE [REDACTED]

PAGES [REDACTED] ENCLOSURES (NO. & TYPE) [REDACTED] 25X1

REMARKS [REDACTED]



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1. Prior to March 1953, the airfield located about 500 meters south of the border of Prostejov (P 50/N 73) was used by both military and civilian aircraft. The installation, which was located about 700 meters east of the Prostejov-Vyskov (P 50/N 71) road, measured about 1,200 meters from north to west and 1,500 meters from north to south. The field was not fenced in; its western border was indicated by wooden markers painted red-white. The installation was unguarded.
2. Near the northern border of the field, outside the airfield area proper, there was a barracks installation consisting of about 12 single and 2-story brick buildings and 8 to 10 temporary wooden buildings, built in an area of about 300 meters square. The installation was occupied by an air force unit. South of this barracks installation was a hangar about 120 x 35 meters large with a rectangular concrete apron in front of it. In March 1953, the steel structure of a new hangar which was larger than that available at the southern edge of the field had been completed. No other construction work was observed at the installation.
3. The military aircraft stationed at the field were parked at the southern and northern edge of the installation. All were marked with Czechoslovakian national insignia. Regular flight training was conducted at the field. The aircraft mostly flew in groups of three in V formation. Occasionally they headed west and dived over the wooded area near Hammer-Hartmanitz-Drahonice-Ottinowes (P 50/N 63-62) and fired their machine guns. The localities mentioned were evacuated around 1951. An air force firing range was to be established there. The commercial aircraft at the field could clearly be recognized from their lettering.²
4. About 4 km west of Prostejov and about 300 or 400 meters northeast of Stichovice (P 50/N 73) there was another airfield which had been built during the last war. The field was about 1,500 meters in length measured from the north to south and 1,700 meters in length from east to west. At the

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25X1 eastern edge of the field, [redacted] two watch towers about 6 meters high which were occupied by soldiers armed with machine guns. Spotlights were also fitted on these towers. In the northern portion of this installation was a concrete strip about 100 meters long which in the summer of 1952 was lengthened to 1,000 meters and widened to 50 meters. Two hangars were available at the western border of the field and a larger steel hangar was being built at the northern edge of the installation. AA guns, apparently of medium caliber, were emplaced south and northeast of the field.

5. Stichovice airfield was an exclusively military installation. There were only a few quartering facilities available. About 35 aircraft were continuously parked in front of the new hangar at the northern edge of the installation. Of these aircraft, five were allegedly of type Ilyushin but they flew very seldom. The others were small conventional type aircraft and fitted with a machine gun in the rear. The aircraft were low-wing monoplanes with a slight positive dihedral. The local population called them Spitfires. While three of the Ilyushin planes were marked by Czechoslovakian national insignia, the two other planes of this type were marked by a red 5-pointed star on their fuselage and elevator assembly. All five Iljushins were painted silvery while the spitfires had a dark green coat of paint; most of them were marked with a red 5-pointed star on their fuselage and their wings. The fuselages and the wings were also marked by a yellow stripe. The few spitfires which were marked by the Czechoslovakian national insignia did not have a yellow stripe. The airfield was not occupied before the spring of 1952. Night and day flying was practiced. Ground signals were fired at night. In November 1952 [redacted]

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[redacted] three jets marked by a 5-pointed red star on the fuselage and the Czechoslovakian national insignia under their wings. These aircraft were parked in the hangar at the western edge of the installation. They frequently practiced flying in V formation of three aircraft each. They were allegedly MiG-15s. No Soviet pilots were known to be stationed at the field. However, Soviet "police men" were stationed at the town hall of Prostejov.⁴

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6. From 20 November 1951 to about mid-April 1952, construction and drainage work was done by about 20 members of the 53rd PTP. The drainage pipes were laid to a rivulet east of the field, the surface of which was loamy. The barracks installation northwest of the field quartered about 200 air force personnel.¹ Besides this air force unit, a detail of about 25 men and 3 women, so-called air force academicians, who wore blue uniforms with golden-bordered blue epaulets and with a V insignia on them, were also, allegedly, stationed at the field. In late March 1952, about 100 men, who wore olive drab uniforms with red-bordered black epaulets, moved to the field. [redacted] these soldiers were AAA men who attended a meteorological course at the field. Another 12 to 20 air force officers were billeted in the town.

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7. The aircraft stationed at the field, which were parked in or in front of the hangar at the northern edge of the installation, included about 15 single-engine Buecker aircraft, fitted with in-line engines and two seats arranged side by side; 10 single-engine Arado aircraft fitted with in-line engines, low-wing monoplanes, two seats arranged in tandem, 2 bladed propeller, retractable landing gear; 8 to 10 Ilyushin-Stormovik aircraft, two seats, in-line engine, machine gun in the rear, landing gear retracting

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rearward; 1 Arado-34; and 1 Siebel-204, a twin-engine low-wing monoplane fitted with double rudder assembly. Training flights were observed; firing from machine guns was repeatedly heard over the wooded area southwest of Prostejov. Practice alerts were repeatedly observed at the field.²

8. In February 1952, about 35 aircraft of the type Ilyushin-Stormovik, 2 Arados, and 1 sport plane were stationed at Stichovice airfield west of Prostejov. All were marked with Czechoslovakian national insignia, and a coat of arms painted on light red background within a square. They mostly practiced firing over the wooded area southwest of Prostejov. The ranking officer observed at the field was a major. The officers of the unit were billeted in Prostejov.⁴

25X1 1. [REDACTED] Comment. The data on the location and barracks installation of Prostejov airfield [REDACTED] agree with previous information. However, previous reports stated that 2 or 3 hangars were available at the northwestern edge of the installation. The construction of a new hangar at the southern edge of the field is reported for the first time. It is not yet clear but it could be that this structure is actually a new work shop.

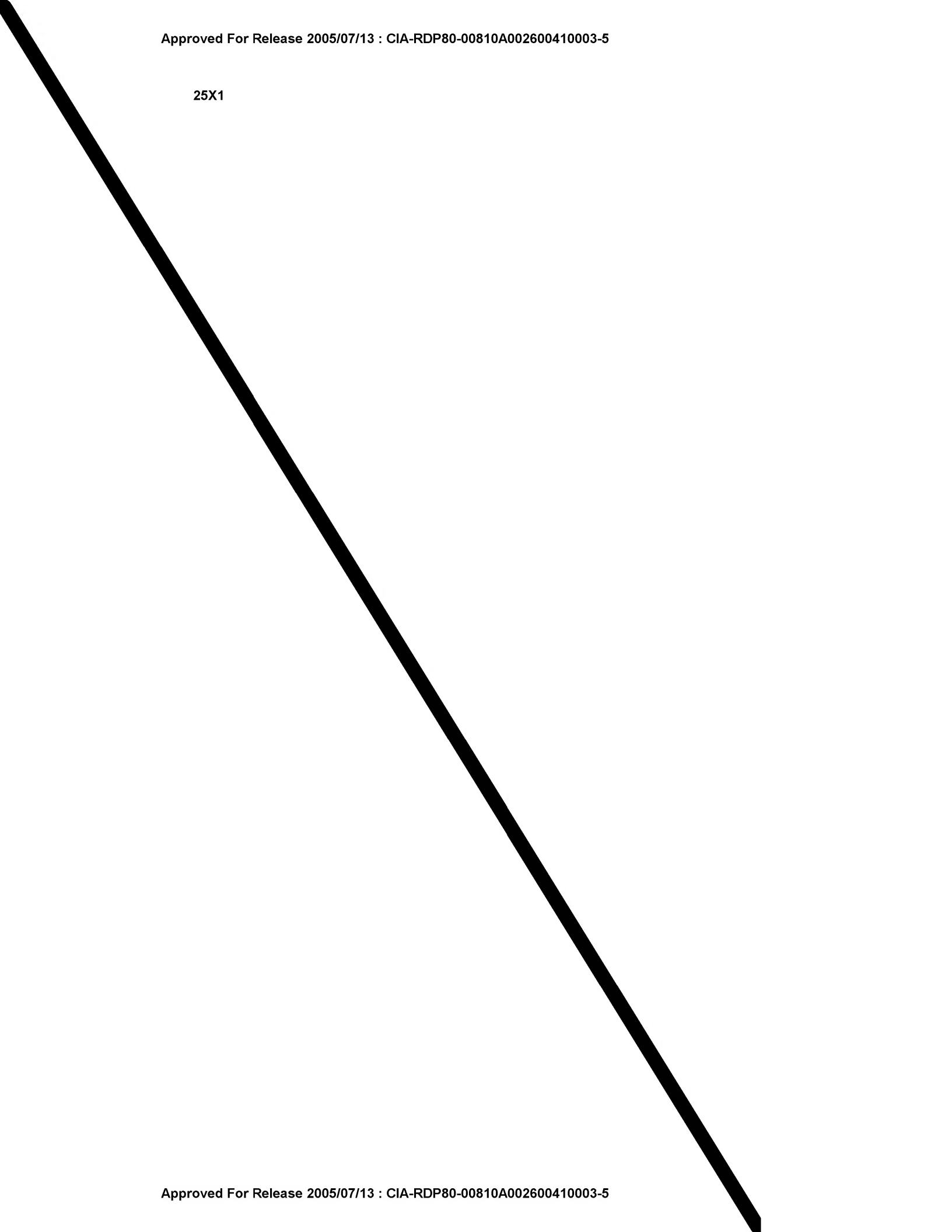
25X1 2. [REDACTED] Comment. All available information indicates that an air force school is located at Prostejov airfield. No definite information is available on the type of this school. There is a possibility that pilots who had received their basic pilot training are being trained as fire or ground attack pilots there.

25X1 3. [REDACTED] Comment. Information on the location and size of Prostejov-Stichovice airfield is received for the first time. The construction of a runway is also reported for the first time.

25X1 4. [REDACTED] Comment. The differences in the statements [REDACTED] on the aircraft stationed at the field may be explained by the different times of observation. It is believed that a Czech training unit has been stationed in Stichovice since early 1953. The type of this unit had not been definitely determined.

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